S
625.7
H3 c mn
Dec.
1960

Montana State Library
3 0864 1006 6369 2

THE CENTER LINE

MONTANA HIGHWAY COMMISSION

Vol. III, No. 11. Dec. 1960

Santa sends you, this message
Our reader, good and true;

He wishes you a Merry Christmas
and a Happy New Year too.

IT'S BEEN A BIG YEAR

The year 1960 will go down in Montana Highway history as the second biggest construction year in the history of the Department. The final total is very likely to approximate $30 million in contracts, second only to 1958, so far, with a total of $37¼ million. With just a little more good fortune in obtaining Right of Way, several additional Interstate, and some good sized Primary and Secondary contracts would have been gotten to contract, thereby making this a record year. We are not apologizing for not exceeding 1958, but we have this to say—watch the dirt fly in 1961!

* * *

As the new Legislature prepares for their biennial session, they are faced with many problems, with some of the toughest of them dealing with the state's finances.

The Montana Highway Department is not requesting any additional financing at this session, but there are many problems dealing with the Right of Way Division that they can help to alleviate.

The highway user is certainly entitled to a little better break than he is getting now in the cost of right of way, and we certainly wouldn't blame him for becoming impatient because it takes so long to get the jobs from plans to performance. Each mile of new highway that is delayed in being put into use, costs the vehicle owner needless expense in being deprived of the use of that highway. Operating expense and time consumed in traveling the older roads, can be added on to the higher maintenance of some of the older sections, due to be replaced, that he pays for. He is also deprived of the safety of the new highway. Montana is not so desperate as some of the more populous states that need new highways RIGHT NOW, but the average motorist is realizing how obsolete many sections of Montana's highways are. The portion

(Continued on Page 2)

AWARD SHEET — Letting of November 22, 1960

PROJECT NO.	Amount of Bid	Bidder	Address
U 257(14) Unit 2 Kalispell-West Glacier Road Flathead County (Traffic Signals)	NO BIDS RECEIVED		
R-AD-5(2) Whitetail Access Road Daniels County	$ 29,872.00	G. E. Marshall	Roundup, Mont.
S 8(10) Unit 1 Scobey-Opheim Road Daniels County	$334,565.02	Baltrusch Const. Co.	Havre, Mont.
S 65(4) Unit 1 Clearwater-Bigfork Road Lake County	$512,338.14	Zook Bros. Const. Co.	Bigfork, Mont.
ROW S 65(4) Clearwater-Bigfork Road Lake County (Fencing)	$ 1,620.75	Bohleen and Duke	Wilsall, Mont.
S 68(4) Unit 1 Hilger-Winifred- Big Sandy Road Fergus County	$267,414.00	Nilson-Smith Const. Co.	Great Falls, Mont.
S 221(1) Thompson Falls-West Road Sanders County	$295,297.38	Bud King Const. Co.	Missoula, Mont.
S 304(5) Galen-Anaconda Road Deer Lodge County	$144,873.50	Holland Const. Co.	Bozeman, Mont.

Project No. R-AD-5(2) Rejected — balance of projects awarded.

IT'S BEEN A BIG YEAR

(Continued from Page 1)

of Highway 10 from Three Forks to Bozeman, through the Hysham Hills, and from Hathaway to the Radar base east of Miles City, are prime examples of highways that need to be replaced immediately. As each new section of highway is completed to the higher standards, it serves to make us realize just how badly needed many of these sections are.

If Congress makes the expected adjustment in the financing of the Interstate System, after the needs study of the fifty states are presented to them, with the estimates of completing the Interstate, and if the target date for completion in 1969 is not extended, then we can begin to worry about where to obtain additional funds to match the anticipated increase in federal funds made available to us. If this situation arises, it will be doubly important to speed up the right of way process, in order that we can keep the Interstate program on schedule.

RED VESTS

Our flagmen working on maintenance jobs around the state are beginning to take on a different hue. During the last month, Safety Coordinator Butler has been distributing red vests to the Division Offices. The vests are made of the material that literally jumps out at you, and should be able to be seen even in a fog.

We hope that you wear them, fellows, when you are flagging. They are for your protection.

THE LAST REVISION

Speaking of delays, it seems appropriate to insert this little literary gem at this point.

The draftsman and the engineer
Are men of skill and vision.
At least they are until they hear
That hated word: Revision!

The engineer with practiced eye
'Surveys his grand design.
The draftsman then expertly draws
Each complicated line.

"Complete!" they sigh contentedly.
"Miraculous precision!"
Oh, optimists! Tomorrow brings
Catastrophe . . . revision!

Revision one adds this new piece.
Revision two improves it.
Revision three makes it just right,
Then number four removes it.

"You can't do this; you can't do that,
We'll wait for a decision.
But in the meantime, just revise
That last revised revision."

Revise . . . revise . . . the very word
Fills engineers with dread.
Though die they must, they'll be revised
To make damned sure they're dead.

We hope that God's no engineer
When He makes His decision.
If once they win their wings they hope
There'll be no last revision!

DID YOU KNOW?

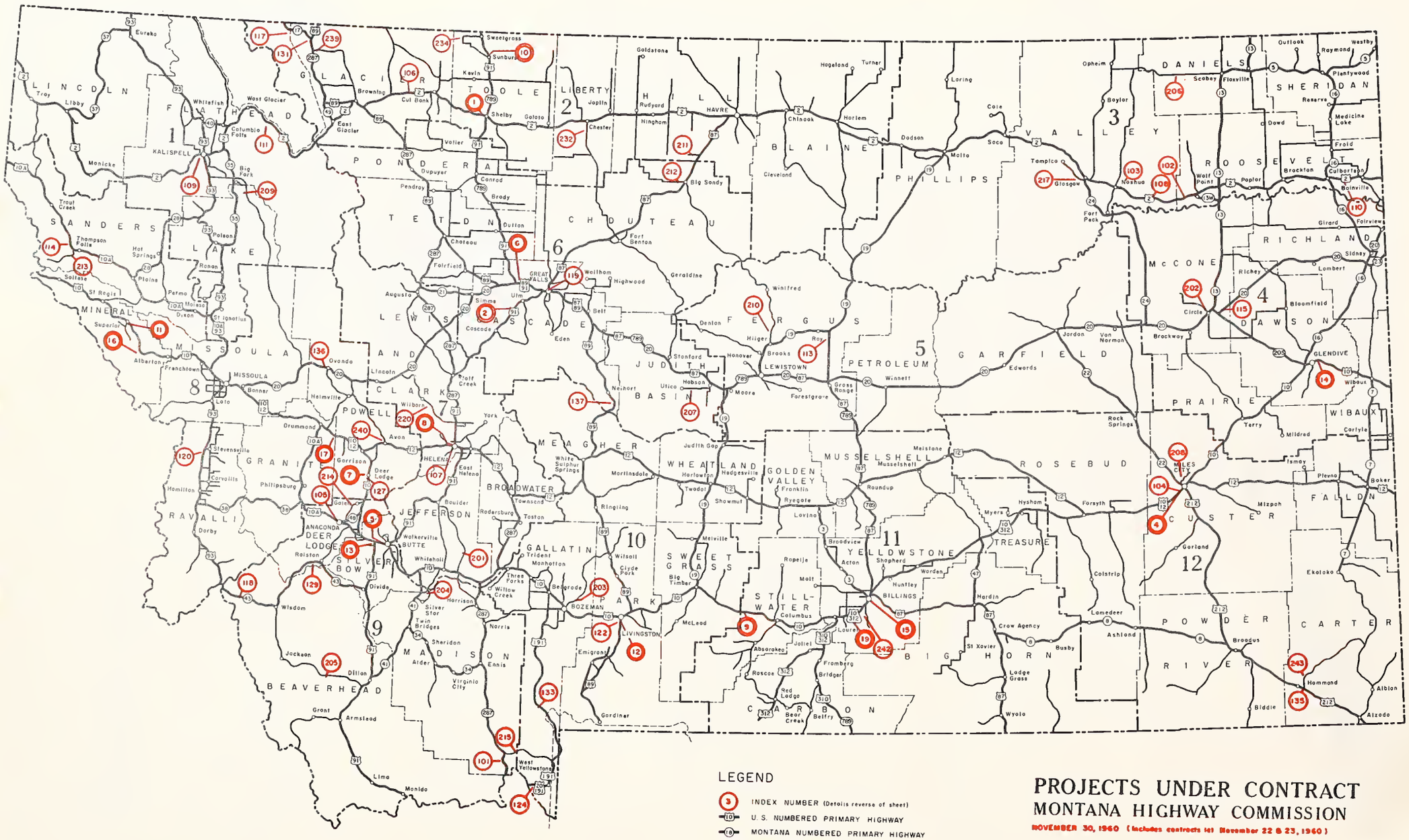
That $1 billion of highway construction provides for the following:

510,000 tons of steel; 995,000 tons of bituminous materials; 16 million barrels of cement; 18,345,000 lbs. of explosives; 76,415,000 tons of aggregates; 122,794,000 gallons of petroleum products; 34,584 pieces of construction equipment; 22,500 units of trucks and cars; 102 million man hours on the site; 126 million man hours off the site.

Quite a contribution to the Gross National Product, isn't it ?

DIVISION NEWS

We have thought for some time that news of happenings in each Division would add a considerable bit of interest to this little newsletter, so if you have any news of achievement of any of your personnel, or of retirements, promotions, etc., please send it in.



LEGEND

- (3) INDEX NUMBER (Details reverse of sheet)
- (10) U. S. NUMBERED PRIMARY HIGHWAY
- (18) MONTANA NUMBERED PRIMARY HIGHWAY
- SECONDARY HIGHWAY
- 10 FINANCIAL DISTRICT NUMBER

PROJECTS UNDER CONTRACT
MONTANA HIGHWAY COMMISSION

NOVEMBER 30, 1960 (Includes contracts let November 22 & 23, 1960)

Map Index Number	Project Number	Probable Completion Date	LENGTH, TYPE OF CONSTRUCTION AND LOCATION
FEDERAL AID INTERSTATE PROJECTS			
1	I 15-8 (7) 351	1-15-61	5.6 miles signing (U. S. 91 - Shelby North).
	PS-I 15-8 (3) 351	1-15-61	Weigh Station (U. S. 91 - Shelby North).
2	I 15-5 (14) 250	4-30-61	6.5 miles grass seeding (U. S. 91 - Ulm South).
4	I 94-4 (3) 134	7-31-61	One 268 foot steel girder overpass - Miles City West Interchange. One 290 foot riveted plate girder bridge - Tongue River. Two prestress concrete beam overpasses. One 153 foot - County Road, and one 158 foot - U. S. 212 (U. S. 10 - Miles City West).
	I 94-4 (5) 127 U 1	9-15-61	8.5 miles (0.8 miles four lane divided) grading, drainage, surfacing, Portland Cement paving, plant mix bituminous and seal coat oiling. One 214 foot prestressed concrete beam overpass - Radar Base Interchange. Three concrete slab junior grade separations. (U. S. 10 - Miles City West).
	I 94-4 (5) 127 U 2	1-15-61	8.5 miles fencing (U. S. 10 - Miles City West).
5	I 15-2 (7) 127	6-30-61	Dual 168 foot steel girder overpasses - Montana Street Interchange (U. S. 91 - In Butte).
6	I 15-5 (9) 275 U 1	1-15-61	8.3 miles four lane divided, grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 91 - West of Great Falls).
	I 15-5 (9) 275 U 3	1-15-61	8.3 miles fencing (U. S. 91 - West of Great Falls).
	I 15-5 (12) 275	1-15-61	8.3 miles signing (U. S. 91 - West of Great Falls).
	I 15-5 (15) 275	4-30-61	8.3 miles grass seeding (U. S. 91 - West of Great Falls).
7	I 90-3 (8) 180 U 1	4-10-62	8.6 miles (1.0 mile four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10 North and South of Deer Lodge).
	I 90-3 (8) 180 U 2	8-31-61	Six prestressed concrete beam bridges, One 123 foot - North Deer Lodge Interchange, One 118 foot Milwaukee Avenue, One 168 foot - County Road Dual 153 foot - Clark Fork. One 256 foot - Underpass South Deer Lodge Interchange, and two 20 foot concrete slab junior grade separations - County Roads (U. S. 10 - North and South of Deer Lodge).
	I 90-3 (8) 180 U 3	1-15-61	8.6 miles fencing (U. S. 10 - North and South of Deer Lodge).
8	I-IG-ING 15-4 (4) 184 U 1	1-15-61	1607 foot total length dual steel and concrete overpasses - GN RY and NP RY., Boulder Avenue. (U. S. 91 - Helena).
	I-IG-ING 15-4 (4) 182 U 2	9-15-61	2.8 miles four lane divided, grading, drainage, surfacing, plant mix bituminous and seal coat oiling. Dual 260 foot steel girder bridges - Underpass - Colonial Club Interchange (U. S. 91 - Helena - South).
	I-IG-ING 15-4 (4) 182 U 3	6-1-61	2.8 miles fencing and cattle guards (U. S. 91 - Helena - South).
9	I 90-8 (7) 394	12-31-61	One 558 foot - Riveted plate girder bridge - Yellowstone River (U. S. 10 - West of Columbus).
10	I-IG 15-8 (6) 379 U 1	7-31-61	4.2 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One 313 foot steel girder - GN RY. One 168 foot prestressed concrete beam - Sunburst Interchange - Overpasses (U. S. 91 - Sunburst North)
	I-IG 15-8 (6) 379 U 2	1-15-61	4.2 miles fencing and cattle guards (U. S. 91 - Sunburst North)
	I 15-8 (10) 379	6-1-61	4.2 miles signing and delineation (U. S. 91 - Sunburst North)
11	I 90-1 (6) 43 U 1	7-1-61	6.7 miles (1.2 miles four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One concrete slab junior grade separation (U. S. 10 - North and South of Superior).
	I 90-1 (6) 43 U 3	1-15-61	6.7 miles fencing and cattle guards (U. S. 10 - North and South of Superior).
12	I 90-7 (4) 330	9-30-61	730 foot - Dual Structures - Riveted Plate Girder Bridges - Yellowstone River (U. S. 10 - South of Livingston).
	I-IG 90-7 (9) 327 U 4	8-15-61	4.3 miles grading and sub-ballasting only of Northern Pacific Railway Line (U. S. 89 - South of Livingston).
13	I-ING 15-2 (8) 118	1-15-61	4.2 miles (2.5 miles four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling, three prestressed concrete bridges, one 210 foot Victor Interchange, one 599 foot and one 614 foot B.A.&P. RY, CMST P&P RY., NP RY., and Clark Fork (U. S. 91 - West of Butte).
	I 15-2 (10) 118	6-1-61	4.2 miles signing and delineation (U. S. 91 - West of Butte).
14	I 94-6 (2) 216	1-15-61	4.2 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10 - East of Glendive).
15	I 90-8 (10) 451	6-30-62	930 and 945 foot (dual) Steel Riveted Plate Girder Bridges - Yellowstone River (U. S. 10 - East of Billings).
16	I 90-1 (7) 60 U 1	1-15-61	5.0 miles signing and delineation (U. S. 10 - Southeast of Superior).
17	I 90-3 (5) 157 U 1	1-15-61	9.6 miles signing and delineation (U. S. 10 - East of Drummond).
19	I 90-8 (8) 438 U 1	1-15-61	6.4 miles four lane, grading, drainage, surfacing, plant mix bituminous and seal coat oiling. Same construction on frontage roads. Two 153 foot prestressed concrete concrete beam overpasses - Beet Dump Separation (U. S. 10 - West of Billings).
	I 90-8 (8) 438 U 2	1-15-61	6.4 miles fencing (U. S. 10 - West of Billings).
FEDERAL AID PRIMARY PROJECTS			
101	FHP 60-A	1961	8.9 miles grading, drainage, surfacing and bituminous surface treatment. One 260 foot prestressed concrete girder bridge - Madison River (Montana 287 - South of Ennis).
	ROW FHP 60-A	7-15-61	8.9 miles fencing (Montana 287 - South of Ennis).
102	F 84 (29)	6-30-61	9.3 miles plant mix bituminous and seal coat oiling (U. S. 2 - Wolf Point West).
	F 232 (4)	6-30-61	8.0 miles plant mix bituminous and seal coat oiling (U. S. 2 - Wolf Point West).
103	F 144 (5)	6-30-61	2.0 miles plant mix bituminous and seal coat oiling (U. S. 2 - In Nashua).
	F 189 (5)	6-30-61	8.2 miles plant mix bituminous and seal coat oiling (U. S. 2 - Nashua East).
104	F 135 (17)	9-15-61	0.6 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10 - Miles City West).
105	F 68 (9)	7-1-61	6.0 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10 A - Anaconda East).
106	F 220 (7)	6-30-61	0.5 miles grading, drainage, surfacing, road mix bituminous and seal coat oiling (U. S. 2 - west of Cut Bank).
107	F 214 (3) U 1	9-15-61	1.0 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 91 - Helena).
108	F 189 (4) U 1 & F 232 (3) U 1	7-30-61	8.2 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 2 - West of Wolf Point).
109	U 58 (23) U 257 (14 U 1 F 270 (7) U 1	1-15-61	2.2 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 2 & 93 - In Kalispell).
110	F 84 (27)	7-1-61	8.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 2 - East of Culbertson).
	F 84 (28)	7-1-61	5.5 miles plant mix bituminous and seal coat oiling (U. S. 2 - West of Culbertson East).
	F-FG 273 (11)	7-1-61	0.8 miles plant mix bituminous and seal coat oiling (Montana 16 - Culbertson South).
111	FHP 13-F6	1961	2.1 miles grading, drainage and surfacing (U. S. 2 - East of West Glacier).
113	F 233 (23) U 1	1-15-61	11.8 miles grading, drainage, and surfacing (North of Grass Range).
114	FHP 6 D 5	1961	2.3 miles grading, drainage, surfacing and road mix bituminous oiling (U. S. 10 A relocation - West of Thompson Falls).
	ROW FHP 6-D5	1-15-61	2.0 miles fencing (U. S. 10 A - Thompson Falls West).
115	F 391 (13)	1-15-61	9.1 miles surfacing, plant mix bituminous and seal coat oiling (Montana 20 East of Circle).
117	NP 4A4 & 14A	1961	10.9 miles grading, drainage, surfacing and bituminous surface treatment (Montana 17 - Northwest of East Glacier).
118	FHP 20-B	1961	9.4 miles grading, drainage and four 60 foot concrete slab bridges. Three over Trail Creek and one over Ruby Creek (Montana 43 - West of Wisdom).
119	U-F-FG 395 (4)	11-30-61	One 1126 foot steel riveted plate girder bridge - GN RY, and Missouri River (U. S. 87 Bypass - Great Falls North).
120	F 259 (9)	9-1-61	14.5 miles raising of various grades, plant mix bituminous and seal coat oiling (U. S. 93 - North and South Stevensville Junction).
122	F 13 (6)	8-15-61	4.0 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 89 - South of Livingston).
124	FHP 46-A4	1961	8.0 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One 60 foot reinforced concrete girder bridge - South Fork Madison River (U. S. 191 - West of West Yellowstone).
127	F 184 (14)	4-10-62	1.1 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10 - North and South of Deer Lodge).
129	F 43 (14) U 2	1-15-61	1.9 miles grading, drainage, surfacing & bituminous surface treatment of approaches to bridges on F 43 (14) U 1. (Montana 43 - East and West of Ralston).
	F 43 (15) U 1	10-31-61	31.0 miles plant mix bituminous and seal coat oiling. (Montana 43 - East and West of Ralston).
131	F 208 (3)	6-15-61	0.9 miles grading, drainage, surfacing, road mix bituminous and seal coat oiling. One 122 foot prestressed concrete beam bridge - Kennedy Creek (U. S. 89 - North of Browning).
135	F 262 (12)	1-15-61	11.0 miles stabilized surfacing, plant mix bituminous and seal coat oiling (U. S. 212 - Hammond Southeast).
136	F 237 (16) & F 267 (11)	1-15-61	29.8 miles (intermittent raising of grading) surfacing, plant mix bituminous and seal coat oiling (Montana 20 - West and East of Ovando).
137	FHP 32-A9	1961	5.0 miles grading, drainage, surfacing and bituminous surface treatment (U. S. 89 - South of Neihart).
FEDERAL AID SECONDARY PROJECTS			
201	S 9 (9)	9-1-61	8.5 miles surfacing, plant mix bituminous and seal coat oiling (Southsast of Boulder).
202	S 31 (5)	1-15-61	0.6 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (In Circle).
203	S 370 (12)	7-15-61	5.8 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Northeast of Bozsman).
204	S 160 (1)	6-30-61	One 245 foot - prestrssed concrete bsam bridge - Jaffarson River (North of Silvsr Star).
205	S 35 (10)	9-30-61	15.9 miles surfacing, plant mix bituminous and ssal coat oiling (Wast of Dillon).
206	S 8 (10)	10-30-61	9.0 miles grading, drainage, surfacing, plant mix bituminous and ssal coat oiling. (West of Scobsy).
207	S 121 (2)	1-15-61	5.7 milss grading, drainags and surfacing. One 65 foot prestrssed concrsts bsam bridgs - Judith Rivsr (Hobson to Utica).
208	S 388 (1)	7-15-61	8.6 milss grading, drainags, surfacing, plant mix bituminous and ssal coat oiling. Ons 198 foot prestrssssd concrsts bsam bridgs - Sunday Crssk (North of Miles City).
209	S 65 (4)	10-30-61	4.9 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (Southsast of Big Fork).
	ROW S 65 (4)	10-30-61	Fsncing, 402 rods new, 79 rods rssstting. (Southeast of Big Fork).
210	S 68 (4)	9-30-61	10.5 milss plant mix bituminous and ssal coat oiling. (Hilger North).
211	S 242 (1)	1-15-61	4.4 milss grading, drainags, surfacing, plant mix bituminous and ssal coat oiling. Ons 75 foot trsatsd timbsr trsstls - Big Sandy Crssk (North of Big Sandy).
212	S 219 (4)	1-15-61	8.0 milss grading, drainage, surfacing, plant mix bituminous and ssal coat oiling. (Big Sandy - Wsst).
213	S 221 (1)	9-30-61	5.0 milss grading, drainage and surfacing. (Wsst of Thompson Falls).
214	S 304 (5)	9-30-61	6.7 milss grading, drainags and surfacing. (Galsn - Wsst).
215	ErFO 40 (1)	1961	3.8 milss grading (Through Earthquake Slids - Southeast of Ennis).
217	S 257 (4)	1-15-61	3.8 milss grading, drainags, surfacing, plant mix bituminous and ssal coat oiling. (Glasgow - West).
220	S 2 (7)	1-15-61	7.3 milss grading, drainags, surfacing, plant mix bituminous and seal coat oiling. (Wilborn Southsast).
232	S 303 (4)	1-15-61	5.3 milss grading, drainags, surfacing, plant mix bituminous and seal coat oiling. (Chestsr South).
234	S 366 (7)	1-15-61	6.3 milss grading, drainags and surfacing (West of Swestgrass).
239	S 366 (1)	8-1-61	9.8 miles grading, drainage, surfacing, plant mix bituminous and ssal coat oiling. (Northwest of Browning).
240	S 291 (4)	1-15-61	6.3 milss grading, drainags, surfacing, plant mix bituminous and ssal coat oiling. (Avon Northwssterly).
241	S 322 (5) U 2	1-15-61	5.1 milss grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (Hardin Northeastsrly).
242	S 132 (3)	1-15-61	8.2 milss surfacing, plant mix bituminous and ssal oat oiling. (Billings South).
243	S 184 (3)	1-15-61	15.3 milss grading, drainags, and surfacing. (Hammond Northeast).

THE JOB OF THE LABOR COORDINATOR

What does a Labor Coordinator do and why?

This question is asked by state employees, unions, workers, contractors and others interested in some phase of labor or human relations.

Montana law decrees that the prevailing rates of wages, as set by collective bargaining in heavy and highway work, be incorporated into the Montana Highway Commission contracts.

The Federal Aid Highway Act of 1956 has prevailing wage provisions which applies the Davis-Bacon Act to construction on the Interstate System.

Submission of contractors' payrolls weekly is a requirement on the Interstate System. Payrolls are submitted for other projects upon request. Payrolls are checked for correct classification, rate per hour, permissible deductions and proper compliance insofar as the labor provisions are concerned.

The enforcement function vested in the office of Labor Coordinator in the Construction Department is coordinated to handle all labor violation complaints received from workers, workers' organizations and competing contractors. The dollar amounts in complaints have ranged from $5.00 to a total of several hundred dollars back pay.

Close liason must be maintained at all times with Contractors, Contractor Associations, Craft Unions, Montana Employment Agencies, United States Department of Labor, Bureau of Public Roads and individuals concerned with labor compliance. Other agencies, such as the Wage and Hour Division of the United States Department of Labor, have jurisdiction concerning overtime. The close relationship maintained with this agency has been beneficial to all concerned.

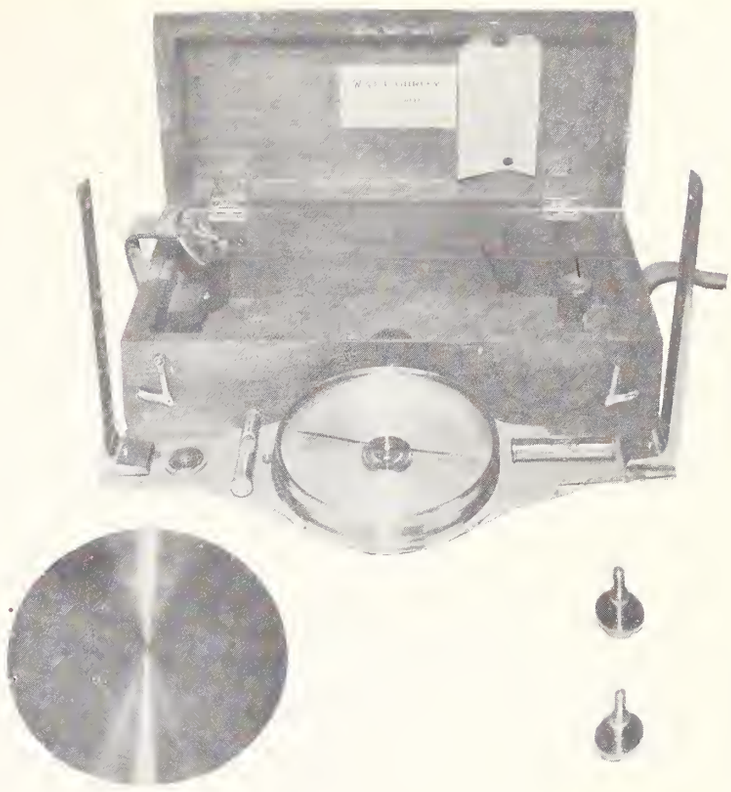
Projects are field checked by the Labor Coordinator and staff for the following most common unlawful practices:

1. Misclassification; 2. Unregistered Apprentices; 3. Posting of Wage Rates; 4. Mala Fide Subcontractors; 5. Piece Rate Payment; 6. Working Foremen.

The information from spot checks is then checked against submitted payrolls to determine labor compliance.

We have tried to coordinate the labor activities rather in the manner of education and prevention. This, then, in many instances eliminates the need for enforcement proceedings.

Our education of the contractor as to the labor requirements of the contract before the construction starts has prevented many violations. Our preconstruction conferences have proved that the informed contractor will have fewer labor problems.



This old compass will be donated to the Montana Historical Society by Fred Quinnell, Jr., State Highway Engineer. Used by Mr. Quinnell's father, who was City Engineer for Roundup and Bozeman, it served as a transit shortly after the turn of the century.

TRAINING-IN-SERVICE

VOLUNTARY-OFF-DUTY TRAINING

Voluntary off-duty study courses have been made available throughout the entire state where there is sufficient interest. During the year, there has been a total of 240 students enrolled in these schools.

Schools, number of students and the instructors in session at the present time are: *Basic Engineering Schools;* Miles City, Art Braut, 11 students; Glendive, Wayne Monte, 13 students; Wolf Point, Ben Harada, 14 students; Kalispell, William Hebert, 11 students; Bozeman, Richard Miller, 20 students; and Helena, James Powell, 15 students. Basic schools to open in January are: Great Falls, Richard Berg; Superior, Cecil Owens; Lewistown, Alex Ragenovich; Butte, George Tippett.

In the Helena headquarters an Advanced Engineering School is being conducted by Robert Koerper with thirteen students enrolled.

Also an Accounting School is being conducted by John Prebil with seventeen students in attendance.

This is the nice way to build bridges. Build the bridge first then divert the river to run under the bridge. Construction of the Tongue River Bridge at Miles City on Interstate 94 is progressing nicely. Sornson and Tri State Engineering Co. have taken advantage of the open fall, but the picture was taken while they had a bit of snow.

The Center Line
STATE HIGHWAY DEPARTMENT
Helena, Montana

BULK RATE
U. S. Postage
PAID
Helena, Montana
Permit No. 35